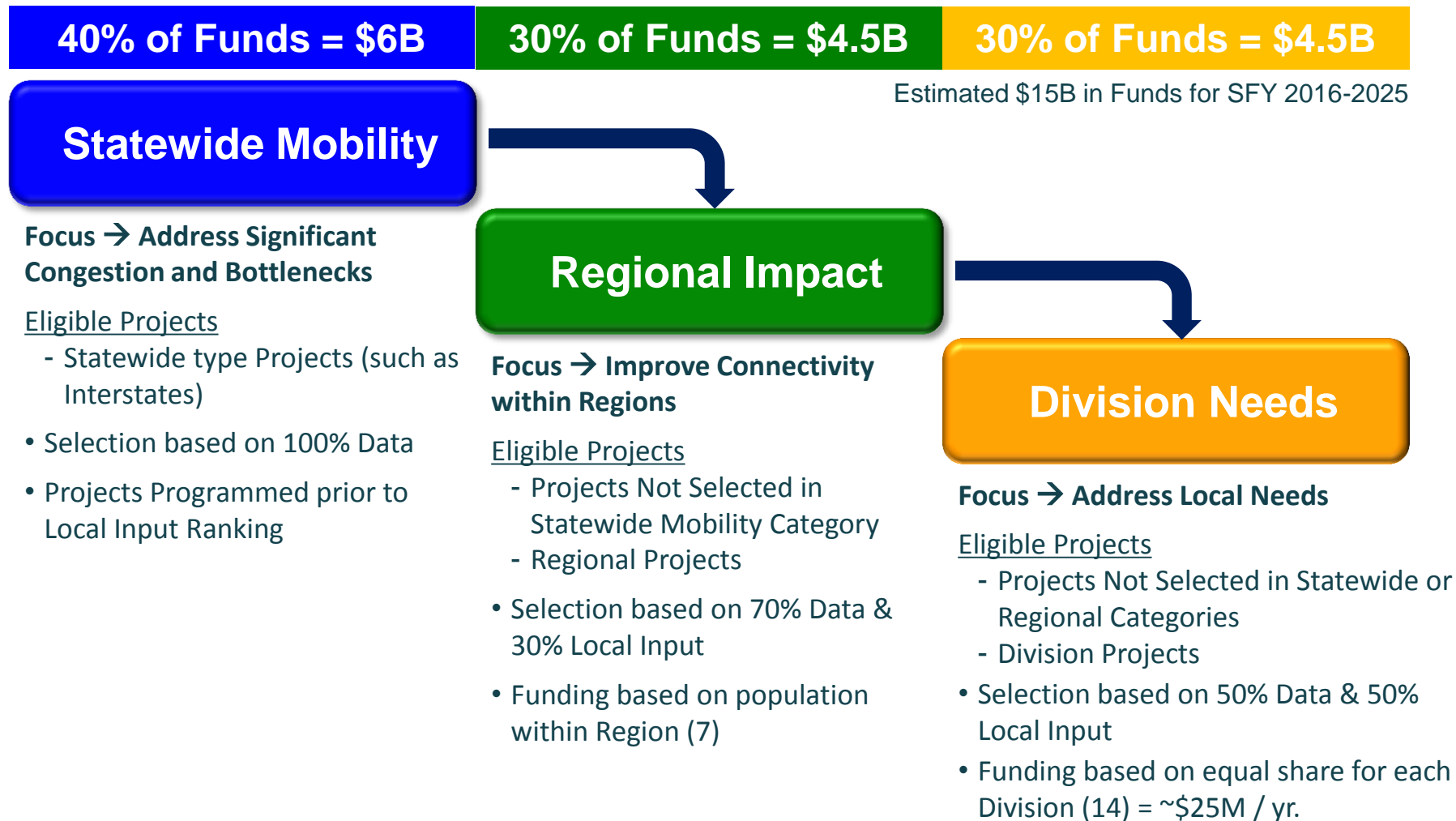




Prioritization 3.0 / DRAFT STIP

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NCDOT Prioritization Office
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How the STI Works



Highway Scoring Criteria and Weights

Funding Category	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
	Data	Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% <u>Multimodal [& Freight + Military] = 20%</u> Total = 100%	--	--
Regional Impact	[Travel Time] Benefit/Cost = 25% Congestion = 25% Safety = 10% <u>Accessibility/Connectivity = 10%</u> Total = 70%	15%	15%
Division Needs	[Travel Time] Benefit/Cost = 20% Congestion = 20% <u>Safety = 10%</u> Total = 50%	25%	25%

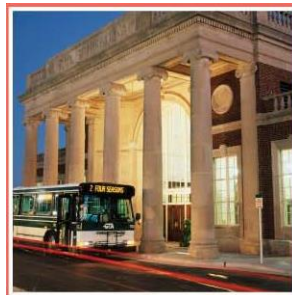
Note: Div. 1, 2, 3, & 4 have agreed to use different criteria for Regional Impact and Division Needs projects.

STI – Non-Highway Criteria

Separate prioritization processes for each mode

Must have minimum of 4 quantitative criteria

Criteria based on 0-100 point scale with no bonus points and not favoring any particular mode of transportation



Normalization Approach

For Prioritization 3.0

- Statewide Mobility (only) – No normalization, scores are stand-alone for comparison (highway, aviation, freight rail)
- Regional Impact & Division Needs – Allocate funds to Highway and Non-Highway modes based on minimum floor or %s

Mode	Workgroup Recommendation	Historical Budgeted	Historical Expenditures	Draft 2016-2025 STIP Funding
Highway	90% (min.)	93%	96%	95%
Non-Highway	4% (min.)	7%	4%	5%

Projects Scored

Highways – 1800

Bicycle/Pedestrian – 500

Public Transportation – 200

Aviation – 500

Ferry – 50

Rail – 50

TOTAL = 3100

Projects Programmed in Draft STIP

Projects	Statewide Mobility	Regional Impact	Division Needs	Total
Highway	85	149	184	418
Non-Highway	11	13	117	141
Total	96	162	301	559